

Jersey Tunnel Breach Healed; Start Job July 1

Commissions Reach Agreement on Details of Plaza and Street Widening; Will Offer Bonds on Tuesday

Eric RR. to Share Expense

West Entrance Plaza To Be Widened From 100 Ft. to 160 Ft.; Outlet to 100 Ft.

The New York and New Jersey vehicular tunnel commissions yesterday in joint meeting at the Hall of Records reached an agreement on plaza plans and street widening in Jersey City for the twin tubes now under construction, and the advertising for the sale of \$5,000,000 of bonds by the New Jersey commission will begin next Tuesday. It is planned to break ground for the tubes on the Jersey City side on July 1. There had been a deadlock over the apportionment of cost of proposed street widening in Jersey City to provide necessary plazas for the entrance and exit of the tubes there. The New York Commission took the stand that under the law it was not authorized to sanction an additional expenditure of \$1,000,000 for widening. The New Jersey Commission insisted that adequate plazas be provided before bids were advertised for and that New York share in the cost.

Sanctioned by Erie Railroad

The Erie Railroad's tracks and property are directly adjacent to the new tunnel plazas. Any compromise effected between the two commissions had also to be sanctioned by the Erie wherever the company's interests were concerned. At the meeting yesterday E. W. Bloomington and State Engineer Frank M. Williams, representing the Erie committee of the New York Commission, and Theodore Roettger and John F. Boyle, the Erie committee for the New Jersey Commission, turned in a joint report which was immediately approved by the two commissions.

For the entrance plaza on the Jersey City side Twelfth Street is to be widened to a width of 160 feet from Prospect Street to Grove Street at the expense of the commissions, and the outlet plaza, Fourteenth Street, to be widened to 100 feet between Prospect and Henderson, and Henderson Street is to be made 160 feet wide between Fourteenth and Twelfth streets, the cost to be borne by the commissions. By using Henderson Street as part of the plaza the westbound traffic will be swung around into Twelfth Street, with ample space to accommodate it.

Cost Limited to \$30,000,000

State Engineer Williams said that the New York commission had adhered to its policy of avoiding extra expense to the State of New York for the creation of a tunnel. This was in accordance with the original plans of Chief Engineer Clifford M. Holland, who has set a mark (\$30,000,000) for the total cost of the tunnels, which he says will not be exceeded. Mr. Williams said that the extra cost of street widening under the compromise plan would be borne by the Erie company.

Albion Adams, chairman of the New Jersey commission, said that the Jerseymen had won their main contention, which was that adequate plaza space for the handling of traffic had been provided for in the compromise plan.

Ship Strike Factions Are Belligerent Again

Little Hope of Settlement Is Seen at Conference Davis Will Hold Today

The renewed efforts of Secretary of Labor James J. Davis to bring about a settlement of the nation-wide shipping strike will come to a decisive test in Washington today. The possibility of a settlement, the conference appears to be slight, in view of the belligerent attitude assumed by the marine engineers and the ship owners yesterday.

Thomas B. Healey, chairman of the Atlantic council of the marine engineers' organization, said yesterday that the committee which went to Washington would insist upon the 1920 wage scale. This attitude, he said, would eliminate any possibility of an agreement with the Shipping Board, it was said.

The Shipping Board is practically ready to sign a year's agreement based upon the 15 per cent reduction in wages. This fact has been pretty definitely established. The year's agreement would eliminate any further reduction in wages during the period of its existence.

Winthrop L. Marvin, vice-president and general manager of the American Steamship Owners' Association, yesterday repeated the stand of the association toward the strikers. He said that the owners were getting sufficient engineers to man their ships.

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Chicago Unions Weed Out Accused Leaders

Special Dispatch to The Tribune
CHICAGO, June 7.—William Brims, president of the Carpenters' District Council, who is under indictment for graft in the building investigation, has been repudiated by his union and Harry Jensen, long an opponent of Brims and his methods, was elected in his place. This is the first of the unions to take the advice of the Dailey Commission and "clean house."

The effect upon all other unions was startling and there are indications that a number of grafting labor czars will lose their crowns.

Break-Down of School System Laid to Hylan

(Continued from page one)

absorbed into the normal schedule every year until the problem was solved, has been thrown into the scrap heap.

No adequate building program as a substitute for the Mitchell plan has been instituted, although the congestion is being augmented by an addition of 20,000 pupils to the roster each year. The number of part-time pupils has increased from 22,000 in 1919, a year after Hylan took office, to 259,247 today, with the prospect that the number will be 280,000 by next fall. In addition, the lack of room has made it necessary to provide what is known as the double session, or two classes in one room, for 175,000 pupils.

Over-sized classes have seriously handicapped the public progress.

Normally thirty or thirty-five pupils constitute a class which a teacher can handle properly, but at present at least 50,000 pupils attend classes consisting of forty-five members, and more than 100,000 attend classes in which fifty or more pupils are taught. About 10,000 children, crowded into rooms where four pupils occupy one seat, attend classes of fifty-five members, and in some rooms where the congestion and bad air is such as to make efforts at teaching ineffectual.

Finally, the Board of Education building program which the Mayor swore to carry out, has been abandoned. Several years ago promises to build a whole school problem has been permitted to fall into neglect. Practically none of the \$55,000,000 which was to have provided forty-eight permanent buildings or additions, twenty-four portable buildings for summer use, seven new high schools or additions, one teachers' training school, one vocational school, a parental school at Flushing, improvement of sixteen playgrounds and altogether room for \$3,000,000 more seats in classes, has been made available for school purposes.

Attention will be called to the fact that the Mayor made specific promises that school congestion, particularly in the East Side, in Harlem and on Washington Heights would be relieved, whereas the condition of the schools in these overcrowded sections is worse than ever.

It is in these districts that the committees which have been working on the survey have found buildings declared to be unfit for habitation. Some of the structures, because of their unhealthy surroundings and insanitary hallways and basements, are described as "the worst school houses in the United States."

City Concert Season Opens;

18 Entertainments Scheduled

The city summer concert season was opened at noon yesterday by the Golden Gate band at the City Hall. Corporation Counsel John P. O'Brien delivered an address. Eighteen additional free concerts will be given by the band in various parks on Tuesday and Thursday evenings under the auspices of Columbia University.

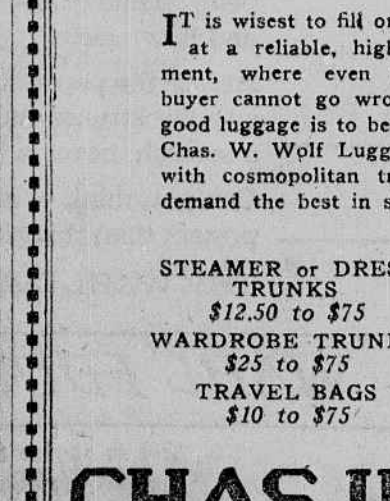
Mayor Hylan was the guest of honor at a luncheon given by City Chamberlain Philip Berolzheimer, chairman of the Mayor's people's concert committee, at the Waldorf-Astoria after the City Hall concert. The cover of the menu card was an engraved description of the Mayor's activities on behalf of the poor of the city.

Sidney Hillman to Testify

From The Tribune's Washington Bureau
WASHINGTON, June 7.—President Hillman, of the Amalgamated Clothing Association, and other officials of that body, with headquarters in New York, will be here Thursday to testify before the Senate Committee on Education and Labor with reference to the proposed investigation of the clothing industry and the garment workers' strike.

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Hylan's Attack On Al Smith Stirrs Conflict

Tammany Friends of Former Governor Indignant at Slur Made by Mayor in Jamaica Bay Speech

Demagogue, Says Pounds

Charges of Alliance With New Jersey Interests in Port Project Denounced

Former Governor Alfred E. Smith's friends in Tammany Hall were indignant yesterday because of Mayor Hylan's vicious attack on "Al" when he charged that the Port Authority Commission, of which the former Governor is a member, was working against the welfare of New York City and in the interest of the New Jersey railroads and real estate owners.

The former Governor was out of town and could not be reached. Lewis H. Pounds, former President of the Borough of Brooklyn, denounced Hylan as an ignorant and demagogue.

Relations between the friends of the former Governor and Mayor Hylan are becoming strained to the snapping point on account of the repeated slurs against Smith that Hylan indulges in. In his address at the exercises marking the opening of the Jamaica Bay development work on Monday the Mayor, referring to the Port Authority Commission and its plans, said: "The new Port Authority will have little to do. I am at a loss to see the necessity for its creation. In fact, its policies have nothing to do with Jamaica Bay or the development of New Jersey waterfront, but are concerned more with the development of New Jersey. The purpose of it is to mortgage New York to develop the flats in New Jersey, and understand they are in sympathy with the railroads. We are not interested in the development of the New Jersey meadows by certain powerful interests that want them developed."

Pounds Denounces Hylan Attack

"Hylan's attack on the Port Authority Commission charging in effect that we have sold out to the railroads and that we purpose to mortgage New York to develop the flats in New Jersey, is an exhibition of colossal ignorance and demagoguery, both in one," said Commissioner Pounds.

"Why should Eugene H. Outerbridge, ex-Governor Al Smith and myself desire to sell out New York City in the interests of Jersey railroads or realty interests in New Jersey? The suggestion on its face is an absurdity. Ex-Governor Smith never lost his standing as a citizen of this city. He carried it in the last election by something like 320,000. Did he suddenly become a traitor to his city and a traitor when Governor Miller appointed him as a member of the Port Authority Commission? It will be interesting to hear what Governor Smith has to say about Hylan's charge when it is called to his attention."

"Hylan has had little or nothing to do with the recent passage of the Smith bill for the tunnels connecting Richmond and Brooklyn boroughs. Senator Smith and the Richmond people deserve the credit for that very largely. Nor is Hylan entitled to any credit for the general plan to develop Jamaica Bay. He never heard of it until some one told him that he might make votes with it in a demagogic speech."

Deprecates "Claptrap"

"He seems to be obsessed with an idea that the way to cheapen the cost of distributing foodstuffs in the Borough of Manhattan is to run the foodstuffs from New Jersey under the Narrows, to Jamaica Bay, to the Bronx and into Manhattan from the east or north side. Personally I am heartily in favor of the fullest development of Jamaica Bay, and always have been. At the same time I want to see the entire Port of New York developed along scientific lines, with an absence of graft and devoid of campaign claptrap to be interpreted in only one way."

When E. H. Outerbridge, chairman of the Port Authority Commission, was asked about Mayor Hylan's attack he said:

"The commission has plenty of work to do without giving any time to answering attacks of this sort."

"Hylan will keep on saying scurrilous things like that about 'Al' Smith until some fine morning 'Al' will sail into him and make him look like a plugged quarter," said a man close to Charles F. Murphy.

Smith to Launch Drive For Governor Thursday

Special Dispatch to The Tribune
SYRACUSE, June 7.—Alfred E. Smith's campaign for the nomination

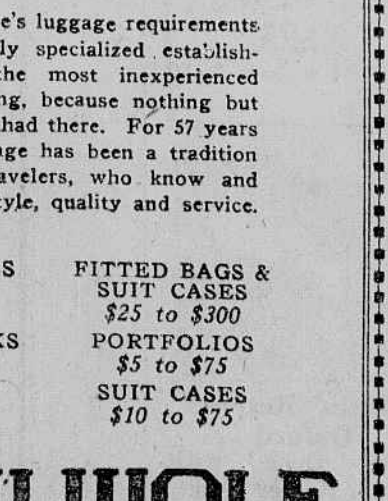
for Governor for the 1922 campaign will be launched at a meeting of 250 update Democratic leaders here Thursday.

So far no other candidate has been mentioned for the Governorship. Some of the leaders have not come out daily for Smith, but neither are they opposing him. They merely point to the vote in the last election and ask whether he could wipe out the 70,000 plurality given Governor Miller. These men, if convinced that Smith is to be the nominee, will be with him.

His trip and about 70,000 in the state, while the head of the Republican ticket carried the state by more than a million.

Candidates for the United States Senate also are to be discussed. Relations between the friends of the former Governor and Mayor Hylan are becoming strained to the snapping point on account of the repeated slurs against Smith that Hylan indulges in.

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Brother's Alibi Accepted

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Grandmother Pleads Not Guilty of Murder

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Following Mrs. Brickel's arraignment Detective Mooney, who has been assigned to the case, announced that he was extending his hunt for the actual wielder of the knife, believed to be a man, who killed Kaber as he lay helpless from paralysis in his home in Lakewood nearly two years ago. According to the police Mrs. Brickel has made a "full confession of her part in the slaying."

No date was set for Mrs. Brickel's trial. This will be fixed later by Judge Bernon. It is probable that her trial will follow those of her daughter and her granddaughter, as her signed confession is said to contain a statement that Mrs. Kaber came to her on one occasion and said, "I am going to have Dan killed." Mrs. Brickel's bail was fixed at \$10,000.

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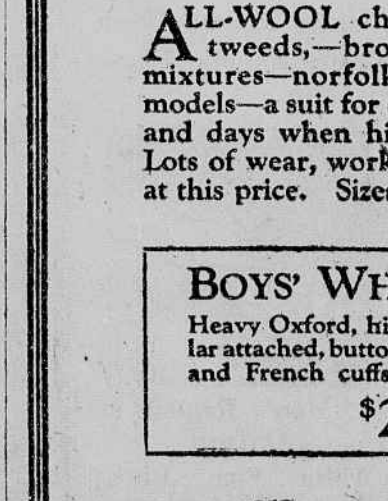
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43 Fire Risk Firms Pledge Quick Reform

(Continued from page one)

sociations in their refusal to recognize fire prevention devices, and the credits or allowances to be given therefor when the devices have been approved by the Bureau of Standards at Washington.

(This will remove from the exchange, Mr. Undermyer said, the power to deal unjustly with any new devices for which credit allowance is claimed.)

C.—The right shall be accorded to any mutual fire insurance company licensed to do business in the state to become a member of any rating association operating in the state. The stock companies shall have the same privilege of rating associations in mutual companies.

D.—The rating associations will amend their regulations permitting their members to reinsure in any company licensed to do business in the state irrespective of their association affiliations.

Curb on Excessive Rates

E.—All licensed fire insurance brokers are to be allowed to do business with any licensed fire insurance company in the state, irrespective of their association affiliations, whether a mutual or stock rating association, and that the state superintendent be empowered to supervise the work of brokers with a view to prohibiting any excessive rates.

Three other rules which Mr. Undermyer said the insurance men would not agree to, and which they would oppose when they came before the Legislature, are:

1.—Investment of fire insurance companies shall be limited in the same manner as are those of life insurance companies, provided that the fire insurance companies shall have five years in which to dispose of stocks and securities that come within the opposed restrictions.

Mr. Undermyer here added that it was the purpose of the committee to put into the record the present investments of some of these companies as shown by the figures.

2.—The companies shall be required to invest a certain percentage of their

total assets, about 40 per cent, on bonds secured by mortgages on unencumbered real property having an equity over the appraised value equal to at least one-half the amount of such mortgage.

3.—Companies to be prohibited from appropriating any part of the income derived from investments of unearned premiums for the benefit of their stockholders rather than applying it to reduce the size of premiums. (This would work to bring down fire insurance rates.)

Among the committee of fire insurance men who have been negotiating with Mr. Undermyer on the proposed reforms were Henry Evans, chairman of the directors of the Continental, Fidelity-Phoenix and other firms; Fred C. Buswell, of the Home; Edward Milligan, of the Phoenix of Hartford; Sheldon Catlin, of the Insurance Company of North America; C. F. Shaller, of the North British and Mercantile; Charles G. Smith, of the Great American; and L. Hoey, vice-president of the Continental.

It was understood that these men were not official spokesmen of the New York Fire Insurance Exchange, but that all of the companies they represented belonged to that organization.

Mr. Undermyer began his testimony with the details of how the Prudential, of which he is the president and of which his father was founder, grew from a \$93,000 company in 1876 to a mutualized company in 1916, with a capital of \$2,000,000. At that time \$18,000,000 of undivided profits, he said, was distributed among the stockholders. The company, at the last statement, had assets of more than \$860,000,000, with about 15,000,000 policyholders.

Mr. Undermyer disclosed in the course of the examination that, despite the reorganization of the company from a stock to a mutual company, there had been only one change in the directorate except through death.

Turning to the five loans in question made by the company, and the conditions said to have been exacted from borrowers, Mr. Undermyer went over each loan, it having been testified that the borrowers were required to make parcels of property as part of the loans. Mr. Dryden denied that the conditions were imposed by the company, but said that the transaction was proposed by the borrowers. A little by-play was staged by Edward D. Duffield, vice-president and associate counsel for the company.

Mr. Undermyer concluded the examination of Mr. Dryden with the question: "Do I correctly understand you, Mr.

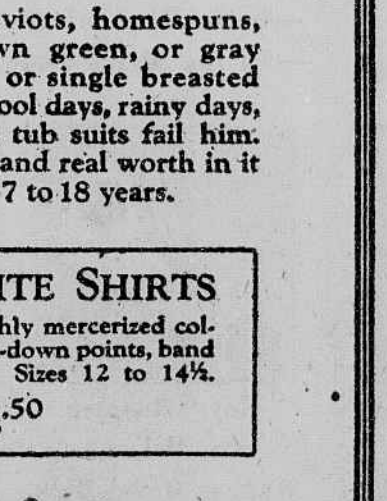
dryden, that these New York builders and owners were so anxious to get Newark and Hoboken property that they took the loans in order to be able to buy the property?"

"I cannot draw any more conclusions that you can," replied Mr. Dryden. The hearing will be continued this morning.

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